

# BRT for Berkeley

## Proposal for Discussion



This document describes elements of the City of Berkeley's staff proposal for a Locally Preferred Alternative (LPA) of the East Bay Bus Rapid Transit project. The proposal is *not final*. It is merely meant to provide a framework for community discussion.

## Bicycles and Bus Rapid Transit

In designing the staff recommended LPA, the primary considerations for bicycles were:

- Impacts on Existing Bicycle Lanes
- Impacts on BRT Route Options
- Conflicts with Vehicles (including buses)
- Bicyclist/Motorist Visibility and Awareness

**The East Bay BRT project would improve conditions for bicyclists in this corridor.**

The primary changes in bicycle conditions are:

- *Telegraph S of Dwight*: New bicycle lanes from Webster to the Oakland border
- *Telegraph N of Dwight*: Bikes could use southbound transit/delivery lane
- *Telegraph to Shattuck*: Extra-wide bus lanes to accommodate sharing with bikes
- *Shattuck*: No change

**Improvements in bicyclist safety and access include:**

- **Bicycle lanes would be added** on Telegraph between Webster and the Oakland border, closing an important gap in the Telegraph bicycle lanes.
- **Increased circulation options**: Bicycles would be allowed to use the proposed southbound lane on Telegraph between Durant and Dwight (along with transit, delivery, and emergency vehicles).
- **BRT-bus lane on Bancroft**: Bicycles would be able to share the BRT lane with buses on Bancroft and cars would be restricted (except to access parking and driveways); overall the number of vehicles bicyclists have to contend with in this lane would be lower than today.
- **Eliminate danger of “dooring” where on-street parking removed** on Telegraph.
- **Safer turn movements**: Bicyclists would only need to merge across a single lane of traffic to make left turns on Telegraph, rather than two lanes.
- **Calmer, slower traffic** due to the reduced number of auto travel lanes. Slower travel speeds greatly reduce the severity of collision-related injury.
- **Reduced bike-bus conflicts** where buses would be removed from curbside lanes. Under the proposed LPA, buses would no longer be pulling into and out of curbside bus stops on Telegraph, which is a common source of conflict with bicycles.
- **Less traffic on Channing**: Turns from Telegraph would be restricted, reducing traffic on this Bicycle Boulevard.

**Negative potential impacts on bicyclists include:**

- **Additional auto traffic might be diverted onto Bicycle Boulevards** parallel to the BRT streets. The BRT project will continue to study the potential for traffic diversions onto bicycle facilities and pursue mitigations, such as additional traffic calming, as needed.

**Detailed Implications for bicyclists on each segment of the corridor:**

**Telegraph South of Dwight:** The existing bicycle lanes north of Ashby would be extended most of the way south to Woolsey, at the Oakland border, eliminating a major existing gap in bicycle facilities between Berkeley and Oakland. On the block between Ashby and Webster, bicycles would share extra-wide 13-14 foot lanes with traffic. In some locations parking would be removed, eliminating the risk of getting “doored” by those getting out of parked cars. These curbside lanes would be four feet wide; gutter pans would be reduced to one-foot wide in these locations.

**Telegraph North of Dwight:** The proposed LPA, by allowing autos to continue using Telegraph north of Dwight, should limit traffic diversions off of Telegraph onto bicycle routes such as the Bowditch-Hillegass Bicycle Boulevard. (Alternative design proposals considered closing this section of Telegraph to cars, which could have caused increased traffic and conflicts with cyclists on parallel streets.) The prohibition of all turns from Telegraph onto the Channing Bicycle Boulevard would significantly reduce traffic on that street. Buses would be removed from Dana, another heavily traveled bike route, reducing the potential for bike-bus conflicts. In addition, the proposed new southbound restricted lane on Telegraph from Durant to Dwight provides a new low-traffic route option to cyclists. Shared Roadway Bicycle Pavement Markings (called “Sharrows”) are proposed on both northbound and southbound Telegraph travel lanes to make clear to drivers that lanes are to be shared with bicycles.

**Bancroft and Durant (Telegraph to Shattuck):** Conditions for cyclists would be relatively unchanged. In order to safely accommodate cyclists, the transit lanes on Bancroft and Durant would be extra-wide (15 feet on Bancroft, 13 feet on Durant). “Sharrow” pavement markings are recommended on these lanes. Although the Channing Bicycle Boulevard will likely remain the primary east-west route for cyclists in the area, other spot improvements should be implemented to ensure safe cycling conditions on Bancroft and Durant, such as, safely accommodating right turns by cyclists from westbound Bancroft to northbound Oxford.

**Shattuck:** Conditions for cyclists would remain unchanged.